





HOW TO SEE CALIFORNIA AND



One of the Two Triumphal Arches, Court of the Sun and Stars



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Mulgarn's Tower and Cascade, Court of Abundance

ITS EXPOSITIONS IN 1915



Palace of Horticulture Covering Five Acres

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Court of Palms

This folder will tell you why, when, how, where, and the cost of it. It will let the facts themselves answer the three prime questions of why you should go, how you should go, and what you should do to get the most out of California and the two unprecedented fairs.

The Panama-Pacific International Exposition at San Francisco is to be an assembling, so that the eyes



Panorama from the "Call" Building, San Francisco, California

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TWO considerations that no American can ignore will cause you to do more thinking about California during the months to come than ever you have done. These considerations bring what is practically a crisis in your life, and in simple justice to yourself you must weigh them and make a decision. The considerations are the Panama-Pacific International Exposition to be held at San Francisco, and the Panama-California Exposition to be held at San Diego, and the question you must decide is not so much whether you can afford

to visit California during 1915, but whether you can possibly afford not to do so.

The wise man meets his problem early, knowing that thus he is more likely to solve it joyously. He wants time to get the facts, time for deliberation, time for sober judgment to act. In this little folder the facts are carefully and concisely set down. Give them your best thought. If you do so, your problem will look less and less like a problem and more and more like an opportunity. You can hardly fail to arrive at the right answer, and you will find the right answer overflowing with an unexpected joy.



COPYRIGHT 1913, PAN.-PAC. INT. EXPO. CO. Lagoon and Palace of Fine Arts





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Bird's-eye, Panama-Pacific Exposition, San Francisco

Seven

Eight



Home Economy Building, Panama-California Exposition, San Diego



Bird's-eye, Panama-California Exposition, San Diego

Nine

Ten



HOW TO SEE CALIFORNIA AND



Union Pacific Track Scene near Kearney, Nebraska, Showing Splendid Roadbed and Electric Block Safety Signal Protection

through the channel of the eye; and the sight, quickest and surest of the five senses of perception, will be afforded its sublimest occasion for serving man. The Panama-California Exposition at San Diego, distinctive and supplementary, will include a display of the growing things of Mother Earth such as is made possible only by a unique combination of climate and soil. The distinguishing flora of every country will be seen flourishing in its adopted home, a vast park adjoining the city.

Not in all history has the sight-seer ever been offered any such alluring prospect as is afforded by these two great expositions. The visitor will pass from one to the other, and in passing he will traverse, with what leisure he may, the unfailing wonderland of California. The Panama-Pacific International Exposition will open its doors on February 20th and will remain open every day until December 4th. The best time for a trip to California is that time which

best suits the visitor's convenience, for the equable climate of California makes the expositions and the State as inviting at one season as another. Storms are unknown and so is excessive heat.

Every man, woman and child who can, by any effort or sacrifice that does not entail suffering upon others, owes it as a solemn duty to self to visit California during 1915, not merely for the sake of personal enjoyment, but for the higher reason that the educational development will enable every individual better to serve his loved ones and his country.

The expositions commemorate the completion of the Panama Canal, the uniting of Atlantic and Pacific Oceans, by the greatest physical accomplishment of man. The Panama Canal follows the route selected by wise men as the best way to get across. In going from the East to the West of the United States to visit the commemorative expositions how can the traveler do better than to choose the route long ago selected by wise men as "the best way to get across?" Since the days of the first westward immigration the way which is today the Union Pacific way has been favored



Beautiful Estes Park, Colorado, reached via Union Pacific to Fort Collins, thence by Automobile through Big Thompson Canyon

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and followed by the stalwarts whose first precaution was always the selection of the best and surest road. It was the trail-blazing explorers who first found the best way; then the Mormons followed it; then the gold-seekers; then the pony express and the overland stage—then the Union Pacific converted it into a steel highway for the convenience of people of every degree. There are certain interesting points of contrast and resemblance between the Panama Canal and the Union Pacific. The canal bisects the continent at its narrowest and weakest place, while the Union Pacific and its connections bisect it at its broadest and mightiest. Every foot of the Panama Canal is a graven record of mammoth achievement. Every foot of the Union Pacific's right-of-way was won from the wilderness and the Indians by the sturdy pioneers and hallowed by baptism with their blood. If the Panama Canal begins a new era in the history of the Pacific Ocean, surely the Union Pacific rails are the red marginal lines down one of the most absorbing pages in the whole story of the United States. What more fitting than that the traveler should go to history-recording expositions over a railroad that follows



Crystal Canyon, Wyoming, typifying the Beautiful Mountain Scenery of Wyoming

steadfastly the path of our most romantic historical events?

A significant bit of current history the traveler will learn is that fifty years of progressive development have given the Union Pacific a high degree of perfection in equipping and operating its system. Over a line double-tracked three-fourths of its way, completely protected by automatic electric block safety signals and rendered dustless by the ballasting with Sherman gravel, trains proceed at the best speed consistent with safety and comfort. The steel trains, embodying every modern convenience, are themselves a worthy, if minor, exposition.



Big Thompson Canyon, on Road to Estes Park, Colorado





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Canyons and Beautifully Colored Rock Formations are found in Great Profusion in Wyoming

exposition will occupy more than six hundred acres of ground that edges the Bay for three miles at the Golden Gate, in the northwestern part of the city. Brilliant architects have worked to preserve a uniformity and continuity hitherto unknown in housing the exhibits of many unrelated nations. There will be palaces of Agriculture, Transportation, Manufactures, Liberal Arts, Horticulture, Fine Arts, Machinery and Education. Some of the palaces will occupy nine acres. The combined area will be nearly four million square feet. There will be splendid courts known as the Court of the Four Seasons, the Court of the Sun and Stars, the Court of Honor, the Festival Court, and the Court of Abundance. The Court of the Sun and Stars, the largest of them all, will be nine hundred feet long and seven hundred feet wide. In the center there will be a sunken garden, and at one end a great pool of water embellished with statuary and fountains and bordered by tropical growth. The



Weber River, near Gateway, Utah. Trains follow Weber Canyon for a Considerable Distance

dominating architectural feature of the exposition will be the great Tower of Jewels, rising at the southern entrance of the Court of the Sun and Stars to a height of 426 feet. Forty acres will be devoted to State buildings, thirty-seven acres to the buildings of foreign nations, sixty-five acres to the amusement concessions, sixty-five acres to live stock exhibits, and ten acres to the Government exhibit. Five acres will be given over to the exhibit of the Union Pacific, which will consist of a faithful reproduction of Yellowstone National Park in miniature, showing geysers that spout real water, roaring waterfalls, bubbling pools, all surrounded by background of forested slopes and snow-capped peaks of the Tetons.

The central attraction will be Old Faithful Inn, which will be a first-class cafe capable of serving 2,500 people at one time.

The Union Pacific exhibit is to be located near the Van Ness Street entrance to the Exposition Grounds, where all street cars from the main portion of the city are unloaded.

The exposition buildings, magnificent and chaste beyond any other ever seen, will have an external

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appearance of ivory. But everywhere except upon the walls of the palaces color will abound—color in great masses of reds and blues and greens and golds. The California building will be a vast colorful old Mission.

Adjoining the exposition grounds is the Presidio, where large bodies of infantry, cavalry and artillery are constantly quartered. The Presidio has become perhaps the largest and most important army post in the United States. Military work is continuous, including practice with the great disappearing guns that make this the best protected harbor in the world. A chain of forts extends around the Bay, and permission to visit any or all of these is easily obtained. The Atlantic fleet is to come through the Panama Canal to the exposition, and following this fleet will come the warships of many foreign nations. The Bay will be the scene of fighting-ship maneuvers such as were never witnessed before.

Practically all the world will exhibit. Foreign armies will participate in the drills. The world's athletes will contest for prizes. The world's greatest scholars will address the concourses of people on



Pulpit Rock, in Echo Canyon, from which it is said Brigham Young Preached his First Sermon in Utah



Devil's Slide, in Famous Weber Canyon, Utah

various current topics. Hundreds of orders, societies and organizations will hold their national or international conventions. The huge gatherings will meet in the Exposition Auditorium, a stone building costing \$1,000,000 and seating twelve thousand persons, erected to stand permanently in the civic center of the city.

San Francisco will be prepared to care for the guests who come in twenty-five hundred hotels and apartment houses. The hotel association has given assurance that the rates will not be raised. A comfortable room may be obtained in the down-town hotels at rates ranging from \$1.00 a day up. Rooms with bath range from \$1.50 up. San Francisco has always been famous for her restaurants, cafes and public dining rooms. They are of all nationalities, serve every kind of food and vary in their prices. The definite statement may be made, however, that food prices in San Francisco are about one-third lower than



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Union Pacific System (Union Pacific R. R. Co., Oregon Short Line R. R. Co., Oregon-Washington R. R. & Navigation Co.), connecting Southern Pacific Lines and S. P. L. A. & S. L. R. R. Co.



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Entrance to Ogden Canyon, a Short Distance from the City of Ogden, Utah

in New York and Chicago. Many vegetables and fruits that are always a luxury in Eastern cities are abundant here all the year 'round and no more expensive than potatoes or apples. Board and room may be obtained in private homes ranging from \$10.00 a week up. The exposition will maintain an Inside Inn, where rooms and suites may be had at a cost of from \$1.00 to \$10.00 a day. To this will be added a daily admission fee of fifty cents. The Inside Inn will have dining rooms where breakfast and lunch are served for fifty cents and dinner for \$1.00. There will also be a men's grill and a ladies' grill, with service a la carte. Throughout the exposition grounds will be found restaurants and cafes. Their menu prices will all be regulated by strict rules. Their charges may be estimated from these random items from the fixed schedule: consomme, 10 cents; rice tomato, 15 cents; potato salad, 10 cents; crab salad, 25 cents; broiled salmon, 30 cents; roast beef, 35 cents; potatoes, 5

cents; green peas, 10 cents; pies, 10 cents; grape fruit, 15 cents; coffee, 5 cents; ice cream and cake, 15 cents.

The cost of a modest week in San Francisco during the exposition is easily estimated. Good room and board may be had for \$2.00 a day; add \$6.00 for admission to the exposition, at fifty cents a day; street car fare—fares to any part of the city, including Golden Gate Park, the Cliff House, Chinatown and the exposition grounds—and the week's cost is brought to \$20.00. There are many theaters and amusements and the visitor can get as much diversion as he wishes at a reasonable charge. The fare on sight-seeing autos that cover the city is fifty cents and \$1.00, and on sight-seeing electric cars that make thirty-mile trips the fare is fifty cents. The ferry fare to Oakland, Berkeley and the University of California is ten cents. Trunks are carried to any part of the city for fifty cents; suit cases for twenty-five. Uniformed agents of transfer companies board all incoming trains. The taxicab fare from the Ferry building to any of the down-town hotels is seventy-five cents.



"Overland Limited" crossing Great Salt Lake, Utah, on a Trestle 27½ miles long

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The Union Pacific train sets one down at the Oakland Mole, where he steps upon the ferryboat and crosses to the foot of Market Street, San Francisco. He is finely prepared for what is ahead of him by the interesting things he has seen along the way. The Union Pacific, it should be remembered, has two main gateways to the West. One is at Omaha, one at Kansas City. Through trains from Chicago run via Omaha, while through trains from St. Louis use the Kansas City gate, proceed by way of Denver and connect with the main line at Cheyenne. The tourist may see Colorado without additional expense, and he has the privilege of stopping over at Salt Lake City, from which point, or from Ogden, passengers may make the side trip to Yellowstone National Park at slight additional cost. Passengers returning home by the North Pacific Coast leave the main line at Pocatello to visit the Yellowstone.

The Union Pacific operates five daily trains through from Chicago to California, via Omaha; and three daily trains from Kansas City to California, two of which carry through equipment from St. Louis. Through equipment is operated by the Union Pacific



The Temple and portion of Tabernacle, Salt Lake City



The Giant, one of the largest Geysers of Yellowstone National Park

in connection with the Salt Lake Route from Salt Lake City to Los Angeles, traversing the States of Utah, Nevada and California; and through equipment is also carried to San Francisco and Los Angeles via the Southern Pacific from Ogden westward. This route, a few miles west of Ogden, crosses Great Salt Lake over a trestle which gives the passenger the novel experience of going to sea by rail. A diverse route may be selected for the return trip; for instance, a passenger to San Francisco may visit the Panama-California Exposition at San Diego and return by way of Los Angeles, which is reached from San Francisco by either the Coast Route or Valley Line, thence to Salt Lake City over the Salt Lake Route. Or, if he prefers a northern trip, he may use the Shasta Route to Portland, Tacoma or Seattle. From Portland he goes homeward via the Union Pacific System, which route lies for 200 miles along the majestic Columbia River.



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Yosemite Falls, Yosemite National Park, California, reached as a Side Trip from Main Line of "Overland Route"



"Wawona," in Mariposa Big Tree Grove, California, where Stand Trees Four Thousand Years Old, but Still Young



Lake Tahoe, California, the "Geneva" of America



A Cabin Surrounded by Giant Redwoods, that were Old when the Pyramids were Building

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Lake Merritt, Oakland, California, just across the Bay from San Francisco



San Francisco from the Bay. The first glimpse of the Exposition City



Surf Bathing at Long Beach, California, is as attractive in January as in July



Breaking Surf, Point Conception, California

From San Francisco as a center many interesting trips may be made. The following are one-day trips and the railroad or steamer round trip fare: Mare Island Navy Yard, \$1.00; "Portola Discovery Trip," on Ocean Shore Railroad, \$1.00; Stanford University, \$1.05; Mt. Tamalpais, \$1.90; Muir Woods, a grove of great redwoods, \$1.90; steamer trip around the Bay, \$1.00; Key Trolley Trip, from San Francisco

through Oakland and suburbs, including ostrich farm, \$1.00; Triangle Trip over the Northwestern Pacific, 150 miles, \$2.50.

Delightful trips occupying more than one day, with round trip fare, are as follows: Up the Sacramento River by steamer to Sacramento, \$1.50; up the San Joaquin River by steamer to Stockton, \$2.00; Calaveras Grove of Big Trees, \$14.60; Lake Tahoe (from

Truckee, at which point stop-over may be obtained on Union Pacific tickets), \$6.00; Yosemite National Park (from Merced, where stop-over is allowed on all Union Pacific tickets from San Francisco to Los Angeles), \$18.50; Mariposa Grove of Big Trees (from Merced via Yosemite), \$33.50.

The flourishing city of San Diego, where the Panama-California Exposition is to be held, has 39,578 people and is situated in a perpetual sunland upon the

shores of San Diego Bay. Men who have made large fortunes in New York and elsewhere chose San Diego as the ideal home for their leisure years and have devoted themselves to beautifying and developing the city and its surroundings. Coronado peninsula is celebrated the world over for its tropical beauty. It has the largest all-the-year-round tourist hotel in the world. A magnificent 1400-acre park upon the rising ground behind the city was secured as the ample site for the



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A Portion of Los Angeles, the Chief City of Southern California, and the Commercial Metropolis of the Southwest Section of the United States

Panama-California Exposition. In planning their fair the San Diego people resolved to expend their greatest efforts in preparing a horticultural display such as certainly has never been seen in the world. Commissioners were sent around the world to secure rare trees, flowers and plants. These were at once transplanted to the hillsides and canyons of the exposition grounds, so that they might have several years in which to reach a state of perfection. Thus the larger part of the Panama-California Exposition will be out of doors. There will be a variety of species and a variety of colors that will amaze and dazzle the visitor. At no other place on the continent, perhaps, are the climate and fertility of the soil such that this plant life from everywhere in the tropical seas would take root and grow as in the native habitat. When the exposition has closed its doors much will remain as

permanent adornment to the magnificent park that looks from the bluffs out upon the summer sea.

San Diego Bay is of great commercial importance. It comprises twenty-two square miles and is fully protected. It does a sea business up and down the coast and with the Orient. With the opening of the Panama Canal San Diego becomes the first American port that will be reached by the procession of ships sailing through the new waterway and up the coast. The importance of the port will be exemplified in the exposition.

Though horticulture will predominate, the Panama-California Exposition will have a wide range of interests. San Diego, believing that most of the visitors who come to one of the California expositions will also go to the other, is making extensive preparations to play the host to uncounted thousands. The high class hotels of both San Diego and Coronado are well

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Avalon Bay, Catalina Island, reached by Steamer from San Pedro, the port of Los Angeles. The Sea Gardens are here Viewed from Glass-bottomed Boats

known to travelers as ranking with the best in the land. In addition there are many less imposing hotels and lodgings where the rates fit the modest purse. Restaurants are numerous, attractive and extremely moderate in their charges. One can subsist comfortably in the city at a cost of from \$12.00 a week up. Many private homes will be open to visitors at prices varying with location and class of accommodations.

Many points of interest are close to San Diego. A dozen miles away is the Mexican border. Tourists are fond of going by tally-ho or automobile to Tia Juana for a taste of Mexican life—and maybe a bull fight. The marriage place of Ramona, celebrated in Mrs. Helen Hunt Jackson's story, is in the suburbs. Pt. Loma, seat of the Theosophical Society and of many beautiful country homes, is reached by ferry, street car or automobile. The sea caves of La Jolla,

south of the city, are of much interest. Visitors love to linger in the *dolce far niente* atmosphere of San Diego.

Los Angeles, from which city many Union Pacific travelers will start homeward over the Salt Lake Route connecting line to Salt Lake City, is the capital of a most interesting and imposing empire. The tourist who can spare the time will wish to make Los Angeles headquarters while he takes daily excursions in this direction and that on the red electric cars of the most extensive and highly developed interurban system in the world. These cars connect more than fifty incorporated cities and towns with Los Angeles. They carry the visitor to a dozen charming beaches, including Long Beach, Venice and Santa Monica; to the port of San Pedro; to Mission San Gabriel; to the orange groves; to the ostrich farms; to Rubio Canyon and up the incline railroad to Mt. Lowe; to the oil fields and the valleys of beautiful homes where people with means and



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Miles upon miles of Orange Groves greet the Visitor to Southern California.

leisure are engaged in the fascinating business of getting the most out of life. There is so very much to see and do; and the red cars carry one to the beaches and back for fifty cents and to more distant points at a reasonable rate. There are three all-day excursions for which the fare is \$1.00. Los Angeles, always a tourist city, understands the business of catering to the visitor with the smallest consistent strain upon his pocketbook. Los Angeles was the first western city to develop the cafeteria system on a wide scale.

From one end to the other California will be found full of interesting places and experiences for the visitor. Happy that person who, having seen the wonders of the two expositions, may take his own sweet time in moving leisurely through the Pacific sunland; who may visit its magnificent tourist hotels, its flower terraces, the experimental gardens of Luther Burbank, the unequalled golf links, the orchards, vineyards and



Squab Farm near Los Angeles, California

forests, and the unending wonders of the mountains. It was to reach the magic land where all these things were, or were possible, that brave men began three-quarters of a century ago to break a trail across the continent from the Mississippi River. The Union Pacific laid its rails along that natural path of least resistance and has spent fifty years developing its incomparable system for satisfying particular persons who, wishing to follow in the footsteps of the pioneers, wish none of the pioneer's hardships to be theirs.

The trip to the Panama-Pacific International Exposition and the Panama-California Exposition in 1915 is a pleasant duty you owe to your family and yourself. Every consideration of sentiment, pleasure and comfort urges that you make the trip over the unfailing route of the Union Pacific, Standard Road of the West.

Partial list of Union Pacific publications for distribution upon application: En route to California; California Calls You; Estes Park, Colo.; Colorado for the Tourist; Ogden Canyon; Fishing and Hunting in Colorado and Wyoming; Yellowstone National Park; The Great Pacific Northwest.

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INFORMATION

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